



Kitsap Regional Coordinating Council

The Kitsap Peninsula is the home of sovereign Indian nations, namely the Suquamish and Port Gamble S'Klallam Tribes.

TransTAC Meeting Agenda

Thursday, February 8, 2024 | 1:30-3:00 PM | Virtual Meeting

Link to participate in the video conference and view the screen share:

<https://us06web.zoom.us/j/88025579550>

A. Welcome and Old Business

- Introductions
- Approve [Jan 18, 2024 TransTAC meeting summary](#) (pg. 2)
- For Reference; [2024 TransTAC/TransPOL Meeting Plan](#) (pg. 5)
- For Reference: [2024 meeting calendar](#) (pg. 5)

B. 2024 Transportation Competitions

- Announcement of final [Call for Projects](#) (pg. 7)
- Guidance from PSRC re: equity, safety, and climate for Countywide Competition
- Review [recommendation from TransTAC sub-committee re: criteria](#) (pg. 36)
- Discuss Countywide Competition criteria ([appendix to Call for Projects](#)) (pg. 31)
- Confirm updates to [2024 Countywide Competition application](#) (pg. 38)
- Confirm dates for Project Selection Workshop and TransPOL meeting
- High-level review of anticipated project applications
- For reference: PSRC 2024 Project Selection Policy Framework

C. PSRC Updates

- Updates from PSRC
- For reference: [Monthly PSRC Update](#) (pg. 41)

D. Cross-Jurisdictional Transportation Issues

- 2024 Legislative Session priorities?

E. Corridor Updates

- SR 305, SR 16/Gorst, SR 104, SR 303, others

F. Announcements and Next Steps

- Review action items
- Next meeting: March 14 (virtual) – extended for PSRC mini-workshop
- Announcements

G. Adjourn



Kitsap Regional Coordinating Council (KRCC)
Transportation Technical Committee (TransTAC) Meeting Summary
 January 18th, 2024, Meeting | 1:30 – 3:00 PM | Virtual Meeting

Actions	Entity Responsible	Status
Post approved meeting summary on website	KRCC Staff	In progress
Reformat the KRCC Call for Projects so that the criteria is an appendix	KRCC Staff	Complete
Check that the KRCC Countywide Competition application aligns with PSRC's air quality model.	KRCC Staff	Complete
PSRC will respond with more guidance on whether the KRCC criteria needs to specifically mention the safe systems approach.	PSRC	In progress
Discuss how to integrate the policy direction from PSRC regarding safety into KRCC's Countywide Competition	TransTAC members Diane Lenius, David Forte, Shane Weber	In Progress- due January 31 st to report at the February 8 th meeting

A. Welcome and Old Business

Sophie Glass, Program Director of KRCC, began the meeting. See Attachment A for list of participants. TransTAC members approved their November 2023 meeting summary. Members reviewed the 2024 meeting calendar and identified in-person meeting locations. Kitsap County volunteered to host the March 14th meeting,¹ Bremerton volunteered to host the April 4th meeting, and Kitsap Transit volunteered to host May 9th meeting.

B. 2024 Transportation Competitions

Doug Cox, PSRC, presented the updated Policy Framework for PSRC's federal funds with a focus on the categories of safety, climate, and equity.

- **Safety:** The Transportation Policy Board agreed to update the safety criterion and language to align with the Safe System Approach and Federal Highway Administration (FHWA) proven safety countermeasures. The Transportation Policy Board agreed to require each agency to have or commit to developing a safety plan based on a Safe System Approach to be eligible to compete for PSRC funding. This is a broad commitment that will not be part of the scoring criteria. The Transportation Policy Board agreed on a hybrid scoring approach (2a) to take some points away from the centers criteria and double the points for safety in the application.
- **Climate:** The proposed changes regarding preventing any increases in road capacity did not go forward.
- **Equity:** The Transportation Policy Board agreed to incorporate Equity Advisory Committee (EAC) recommendations, specifically improving the current equity criterion and point values and embedding equity throughout the entire application.

¹ Following the meeting it was determined that the March 14 meeting would be fully virtual.

Additionally, PSRC shared that the project readiness and financial plan section will no longer be scored but will still be required to compete for funds. Moreover, no updates were made on setting a threshold score to receive funding nor did the Transportation Policy Board approve setting limits to capacity projects. Lastly, the Transportation Policy Board restricted the ability to apply for more than one phase (e.g. Preliminary Engineering + an additional phase)

TransTAC members reviewed the draft 2024 Call for Projects for the KRCC Countywide Competition for federal transportation funds and discussed how to implement guidance from PSRC, specifically regarding the relative weights of competition criteria. Historically, TransTAC members have used a high, medium, low scoring system. TransTAC members value their current scoring system that meets countywide needs and are reluctant to change to a numerical scoring system.

Social Equity

Regarding social racial equity, TransTAC members support embedding equity throughout the application to align with PSRC and have outreach and displacement as a stand-alone category with specific questions that mirror PSRC's application. TransTAC members decided to wait until PSRC finalizes their criteria before making changes to the countywide equity section.

Safety

TransTAC members expressed concerns with the Transportation Policy Board choosing the Safe System Approach without consulting the local jurisdictions. The Port of Bremerton and Kitsap Transit already have their own safety plan which they believe has worked well thus far. PSRC responded that the Safe System Approach was selected per guidance from the federal government. TransTAC members decided to change the language in the Call for Projects to "if applicable, how it addresses issues in your safety plan or related approaches". PSRC will respond to KRCC with more guidance on whether the KRCC criteria needs to specifically mention the Safe Systems Approach.

The 2024 Project Selection Policy Framework increased emphasis on safety via increasing points does not translate easily to KRCC's Countywide Competition given KRCC uses a high-medium-low evaluation process. TransTAC members noted that KRCC already puts a high premium on safety as a key priority. Three TransTAC members, Shane, Diane, and David volunteered discuss how to integrate the policy direction from PSRC regarding safety into KRCC's Countywide Competition .

Air Quality

Regarding air quality benefits and emission reductions, TransTAC members supported leaving it as is. Additionally, TransTAC members supported aligning it with the PSRC criteria. KRCC staff will check that the KRCC Countywide Competition application asks questions that are tied to PSRC's air quality scoring model.

Countywide Competition Criteria

TransTAC members decided to move the Call for Projects criteria section to the appendix, keeping it open for discussion and open to change based on feedback from PSRC and the KRCC Board.

Application

TransTAC members reviewed the draft 2024 Countywide Competition Application and compared it the Regional Application. Sophie highlighted inconsistencies between the two applications for TransTAC members to make decisions on. See Attachment B for TransTAC's feedback.

A. Adjourn

The meeting was adjourned at 3:00 p.m.

Attachment A: TranSTAC Meeting Participants

Member Name	Member Affiliation (alphabetical)
Chris Wierzbicki	Bainbridge Island
Shane Weber	Bremerton
Gunnar Fridriksson	Bremerton
Ned Lever	Bremerton
David Forte	Kitsap County
Joe Rutan	Kitsap County
Steffani Lillie	Kitsap Transit
Arne Bakker	Port of Bremerton
Mike Rorem	Port Gamble S'Klallam
Chris Hammer	Port Orchard
Doug Cox	PSRC
Josh Ranes	Poulsbo
Diane Lenius	Poulsbo
Sophie Glass	KRCC



Kitsap Regional Coordinating Council

Tentative 2024 Meeting Plan for Transportation Technical Advisory Committee (TransTAC) and Transportation Policy Committee (TransPOL)

DRAFT v. 1/11/2024

January 18th TransTAC Meeting	January 18th TransPOL Meeting	Feb. 8 th TransTAC Meeting	Feb 15 th TransPOL meeting	March 14th TransTAC Meeting
Agenda Items: <ul style="list-style-type: none"> • Discuss Regional Projects • Review/Finalize Countywide Competition Materials • Update from PSRC re: Competition Policy Framework • Review the <u>updated 2024 Call for Projects</u> • Review the <u>draft 2024 Countywide Competition application</u> 	Agenda Items: <ul style="list-style-type: none"> • Regional Safety Action Plan presentation led by PSRC • Recommend Call for Projects 	Agenda Items: <ul style="list-style-type: none"> • Review initial Regional and Countywide Projects • Review updated criteria 	Agenda Items: <ul style="list-style-type: none"> • Review updated criteria 	Agenda Items: <ul style="list-style-type: none"> • Presentations for Regional and Countywide Projects • PSRC mini competition workshop
April 4th TransTAC Meeting (Hybrid)	April 18th TransPOL Meeting (Hybrid)	May 9 th TransTAC Meeting (Hybrid)	Late May TransTAC Meeting (Hybrid)	Late May or Early June TransPOL Meeting
Agenda Items: <ul style="list-style-type: none"> • Review TransPOL feedback 	Agenda Items: <ul style="list-style-type: none"> • Presentation of projects 	Agenda Items: <ul style="list-style-type: none"> • Review Board Feedback 	Agenda Items: <ul style="list-style-type: none"> • Project Selection Workshop 	Agenda Items: <ul style="list-style-type: none"> • Recommend Countywide Projects for selection to Board



Kitsap Regional Coordinating Council

September 12th TransTAC Meeting	October 17th TransPOL Meeting	December 14th TransTAC Meeting
<p>Agenda Items:</p> <ul style="list-style-type: none">• Debrief 2024 competitions• 2025 transportation program work plan	<p>Agenda Items:</p> <ul style="list-style-type: none">• Debrief 2024 competitions• 2025 transportation program work plan	<p>Agenda Items:</p> <ul style="list-style-type: none">• <i>TBD</i>

2024 KRCC Calendar of Meetings

		January	February	March	April	May	June	July	August	September	October	November	December
Executive	Board* 1 st Tues. Time varies		Feb 6 Board Meeting TBD	Mar 5 Board Meeting TBD		May 7 Board Meeting TBD	Jun 4 Board Meeting TBD				Oct 1 Board Meeting TBD	Nov 5 Board Meeting TBD	Dec 3 Board Meeting TBD
	Executive Committee 3 rd Thurs. 11:00AM–1:00PM	Jan 18 Executive Committee Meeting	Feb 15 Executive Committee Meeting	Mar 21 Executive Committee Meeting	Apr 18 Executive Committee Meeting	May 16 Executive Committee Meeting	Jun 20 Executive Committee Meeting		Jul 18 Executive Committee Meeting <i>(cancel if not needed)</i>		Sept 19 Executive Committee Meeting	Oct 17 Executive Committee Meeting	Nov 21 Executive Committee Meeting
Land Use	PlanPOL 3 rd Tues. 1:30-3:00PM			Mar 19 PlanPOL Meeting			Jun 18 PlanPOL Meeting				Oct 15 PlanPOL Meeting		
	LUTAC 2 nd Thurs. 10:00-12:00PM		Feb 8 LUTAC Meeting		Apr 11 LUTAC Meeting					Sept 12 LUTAC Meeting		Nov 14 LUTAC Meeting	
Transportation	TransPOL 3 rd Thurs. 3:00-4:30PM	Jan 18 TransPOL Meeting	Feb 15 TransPOL Meeting		Apr 18 TransPOL Meeting (Hybrid)	Late May or Early June* TransPOL Meeting (Hybrid)					Oct 17 TransPOL Meeting		
	TransTAC 2 nd Thurs. 1:30-3:00PM	Jan 18 TransTAC Meeting	Feb 8 TransTAC Meeting	Mar 14 TransTAC Meeting	Apr 4 <i>(not 11)</i> TransTAC Meeting Bremerton	May 9 TransTAC Meeting Kitsap Transit					Sept 12 TransTAC Meeting		Dec 14 TransTAC Meeting

KRCC Retreat Date: TBD
 Legislative Reception Date: TBD date

*The May or June TransPOL meeting will occur after the May KRCC Project Selection Workshop but before the June 4 KRCC Board meeting.



2024 Call for Projects for the Kitsap Countywide Competition and Puget Sound Regional Council’s Regional Competition for 2027-2028 Federal Transportation Funding

DRAFT v. 1.24.2024

INTRODUCTION

In 2024, Kitsap County jurisdictions are invited to submit projects to the Puget Sound Regional Council (PSRC) Regional and Kitsap Countywide Competitions to receive Federal Highway Administration (FHWA) transportation funding for the 2027-2028 funding cycle. This document is intended to guide jurisdictions in submitting applications and includes the following sections:

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1. IMPORTANT DATES

Below are the key dates associated with the Regional and Countywide Competitions. See “Draft KRCC Schedule for Countywide and Regional Competitions” for more specific details.

Regional Competition	Countywide Competition
February 5 - Call for Regional Projects	February 7 - Call for Countywide Projects
March 4 - Regional Project Eligibility Screening Deadline	March 11 - Countywide Project eligibility screening deadline
April 8 – Applications due for Regional Projects	May 6 – Applications due for Countywide Projects

2. COUNTYWIDE COMPETITION SUBMITTAL CHECKLIST

The steps required to successfully complete an application for funding as part of the Countywide Competition include:

- Submit PSRC Pre-Screening Form ([available here](#))
- Obtain letter of support from sponsoring jurisdiction
- Finalize financial plan for project
- Submit KRCC Application Form ([available here](#))

3. ELIGIBILITY

All jurisdictions within Kitsap County can apply for FHWA funds through the Countywide and Regional Competitions. KRCC member agencies that are eligible for FHWA funding include:

- Kitsap County
- Bainbridge Island
- Bremerton
- Port Orchard
- Poulsbo
- Suquamish Tribe
- Port Gamble S’Klallam Tribe
- Port of Bremerton
- Port of Kingston
- Kitsap Transit

Please note that Naval Base Kitsap is not eligible to directly apply for FHWA funds as a project sponsor through the Countywide or Regional Competitions, even though Naval Base Kitsap is a member of KRCC. See Section 6: Policy Focus for more information on the role of Naval Base Kitsap – Bremerton in the Regional Competition.

4. COMPETITIONS

Regional Competition

PSRC coordinates a Regional Competition, and the Regional Project Evaluation Committee (RPEC) is responsible for recommending projects from this competition to the Transportation Policy Board (TPB), which is followed by final approval by the PSRC Executive Board, to receive the regional portion of the Federal Highway Administration (FHWA) funds (see below).

Countywide Competition

KRCC is responsible for coordinating the Countywide Competition and recommending projects to the TPB, which is followed by final approval by the PSRC Executive Board, to receive the countywide portions of the FHWA funds.

5. AVAILABLE FUNDING

This section explains the types and amounts of available federal funding for the Regional and Countywide Competitions.

Federal Highway Administration Funds (FHWA)

FHWA funds are awarded to a variety of project types including highway, arterial, transit, bicycle, pedestrian, system and demand management, and technology projects. These funds include:

- Surface Transportation Program (STP) funds: These are the most flexible and can be used for a variety of projects and programs.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ): These funds can only be used for projects that improve air quality within certain areas.
- Transportation Alternatives Program (TAP) funds: These are for non-traditional projects such as pedestrian and bicycle facilities, community improvement activities, and environmental mitigation.

The total estimated amount of both STP and CMAQ funds is split between the Regional and Countywide Competitions based on a regionally adopted funding split.

Set-Asides

Before splitting the funds between the Regional and Countywide Competitions, PSRC sets aside the following funds:

- Non-Motorized Set-Aside: The bicycle/pedestrian set-aside is retained at 10% of the total estimated FHWA funds and will be allocated by population among the four countywide forums, to be distributed via a competitive process.
- Preservation Set-Aside: The preservation set-aside for PSRC's FHWA funds is retained at 20% of the total estimated Surface Transportation Block Grant Program (STP) funds, with retention of the provision in 2016 to add 5% to the countywide processes. The preservation set-aside for PSRC's FTA funds is retained at 45% of the regional competitive FTA funds.
- Kitsap County Set-Aside: Kitsap County jurisdictions are not eligible to receive CMAQ funds as the county falls outside the boundaries of the region's air quality maintenance and

nonattainment areas. As such, since 1995 Kitsap County has received a set-aside of STP funds—based on the County’s population relative to the total amount of estimated STP funds—for distribution within the Countywide Competition.

- Rural Town Centers and Corridors: In 2021, the Rural Town Centers and Corridors Program was converted from a set dollar amount to 10% of FHWA STP funds from the regional competitive portion of funds. This program was created in 2003 to assist rural communities in implementing town center and corridor improvements, in coordination with state highway corridor interests.

Balancing by Year

FHWA funding awards must be balanced by year, and the amount of funds that are able to be utilized in a given year is limited by the annual estimated allocation amount by funding source. Since only a certain amount of funding may be used each year, and to ensure the region continues to meet its annual FHWA delivery targets, the amount that may be requested in the FHWA Regional Competition is limited to 50% of each year’s available funding, by source.

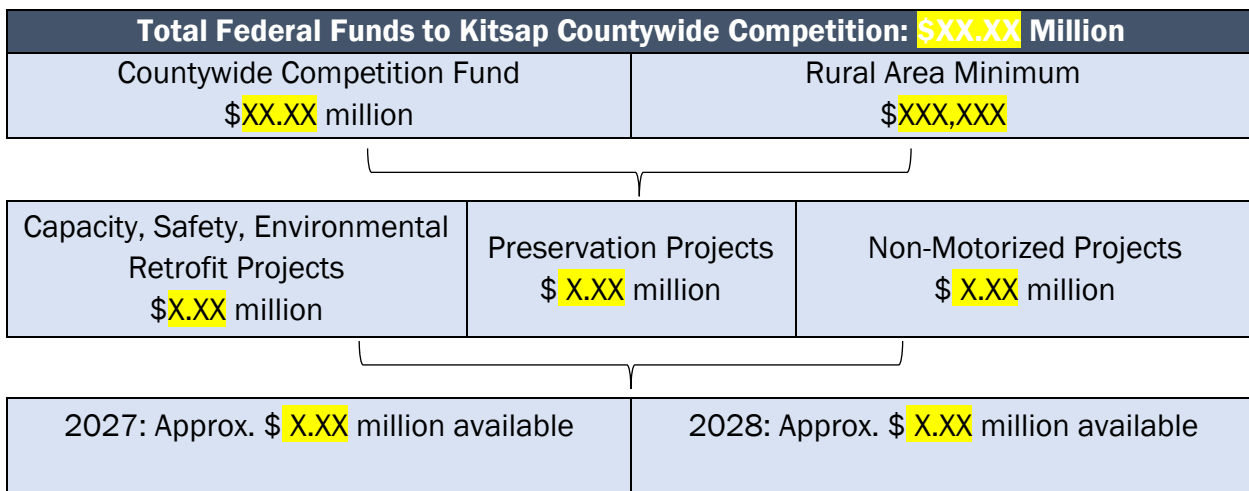
For the Countywide Competition, KRCC needs to aim to evenly divide its funding across 2027 and 2028. If KRCC is unable to evenly divide its funding in 2027 and 2028, then it needs to work with PSRC to see if there is any flexibility. The amount that may be requested in the FHWA Countywide Competition is limited to 50% of the total available STP funding. For the 2024 Countywide Competition, this equates to a maximum request of \$X.XX million per project (see Countywide Competition funding section).

Phases Per Award

As of the 2024 cycle, PSRC’s guidelines state that funds will only be awarded for one phase per competition. For example, a project cannot request funds for Preliminary Engineering + additional phase such as Right of Way acquisition.

Countywide Competition Funding

See below for a schematic of *draft* funding estimates for the Countywide Competition:



Rural Minimum

Under federal regulations, the region is required to spend a minimum amount of STP funds in rural areas. Per policy, these amounts by county are based on the average between the federally defined rural population and rural center line miles.

Since the rural funds are based on the required minimum amounts that need to be spent in the rural area, by year, this program should be balanced by year to the amounts provided. Deviations to this may occur on a case-by-case basis, to accommodate the fact that these are small amounts and project requests may not match one-to-one. Please work with PSRC on any issues that arise within your forums, so KRCC staff can monitor and prepare the appropriate final regional rural figures to meet the federal requirements. For example, if the rural minimum is not split evenly across 2027 and 2028, then one of the other funding pots should counter it in the other direction – i.e., if the rural minimum were to be allocated entirely in 2027, then KRCC might move \$400,000 more into 2028.

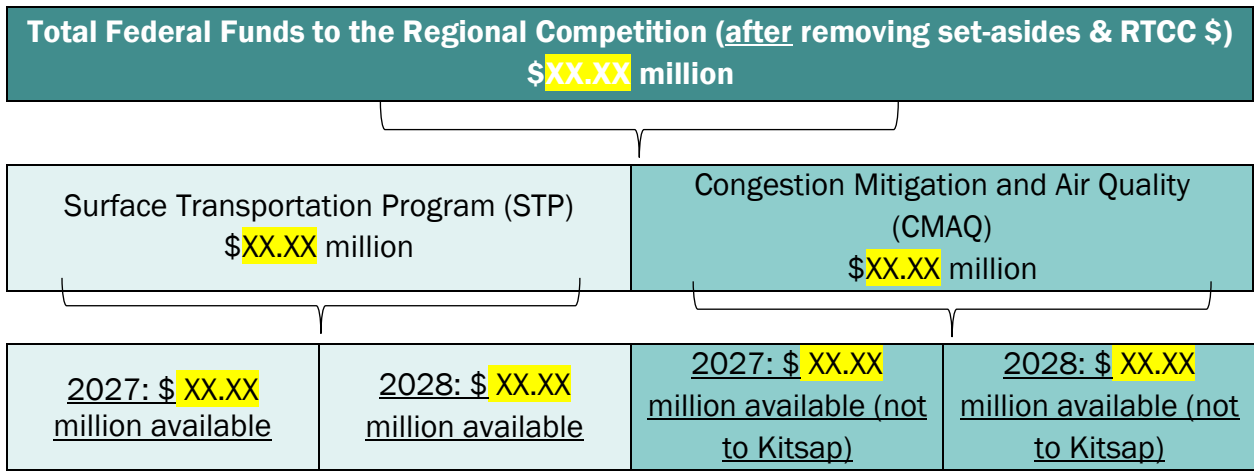
Applying to Both the Regional and Countywide Competitions

Projects may be submitted in both competitions, but the following rules apply:

1. Separate phases of the same project may not be submitted separately – i.e., preliminary engineering cannot be submitted in one, and construction in another.
2. Separate segments or independent components of the same project may be submitted separately – i.e., Segment A may be submitted in one, and Segment B in another; or the roadway improvements in one, and the trail in another, as long as they have independent utility.
3. If the same phase for the same project is submitted into both competitions, the project cannot be awarded “two” awards – i.e., both applications should reflect the amount needed to fully fund the phase; if funds are awarded in the Regional Competition, the expectation is that it will not then also be funded in the Countywide Competition. The caveat to this is if the regional award is less than the requested amount, the countywide forums have the discretion to alleviate the backfill of local funds that will be required to fully fund the phase as requested.
4. Please speak with PSRC for any additional clarifications.

Regional Competition Funding

The graphic on the following page shows the flow of 2027-2028 federal funds to the 2024 Regional Competition. The graphic excludes the Rural Town Centers and Corridors (RTCC), which typically takes place the year following the Regional Competition (i.e. 2025).



6. POLICY FOCUS

For the 2027-2028 Funding Cycle, the policy focus of support for Centers of Growth and the corridors that serve them is retained. The intent of this policy focus is to support implementation of VISION 2050, Transportation 2050 and the Regional Economic Strategy. See Appendix B for a synopsis of different center types and their eligibility for funding in the Regional and Countywide Competitions. See below for descriptions of Centers of Growth.¹

Regional Growth Centers

- **Description:** Regional Growth Centers are locations of more compact, pedestrian oriented development with a mix of housing, jobs, retail, services, and other destinations. Centers receive a significant share of the region’s population and employment growth compared with other parts of the urban areas while providing improved access and mobility – especially for walking, biking, and transit. See Appendix A for a map of Regional Centers.
- **Funding Eligibility:** Regional Centers and the corridors that serve them are eligible for funding the Regional and Countywide Competitions.
- **Regional Centers in Kitsap:**
 - Downtown Bremerton (see VISION 2050 for the boundary lines of Downtown Bremerton)
 - Silverdale (see VISION 2050 for the boundary lines of Silverdale)
- **Note:** Kitsap County jurisdictions can submit transportation projects to the Regional Competition if they support Regional Centers and the corridors that serve them, even those outside of Kitsap County. For example, projects that connect Kitsap County to the Seattle Central Business District are eligible for funding through the Regional Competition.
- **Countywide Planning Policies Reference:** See Appendix C; Table C-1 and Appendix D.

¹ Rural Centers are described in this document for clarity but they are not Centers of Growth.

Regional Manufacturing/Industrial Centers (MICs)

- **Description:** Manufacturing/Industrial Centers preserve lands for family-wage jobs in basic industries and trade and provide areas where employment may grow in the future. Manufacturing/Industrial Centers form a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue and offers higher than average wages.
- **Funding Eligibility:** MICs and the corridors that serve them are eligible for funding the Regional and Countywide Competitions.
- **MIC in Kitsap:**
 - Puget Sound Industrial Center – Bremerton (see VISION 2050 for the boundary lines)
- **Countywide Planning Policies Reference:** See Appendix C; Table C-2 and Appendix D.

Countywide Growth Centers

- **Description:** Countywide Growth Centers serve important roles as places for concentrating jobs, housing, shopping, and recreation opportunities. These are areas linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment. Countywide Growth Centers are designated through the Kitsap Countywide Planning Policies. See Appendix C for a map of Countywide Growth Centers.
- **Funding Eligibility:** Countywide Growth Centers/Candidate Countywide Growth Centers and the corridors that serve them are eligible for funding through the Countywide Competition.
- **Countywide Growth Centers in Kitsap:**

Jurisdiction	Countywide Growth Center Name
Kitsap County	Kingston
Kitsap County	McWilliams/SR 303
Bremerton	Charleston DCC Center
Bremerton	Eastside Village Center (previously Harrison Hospital)
Port Orchard	Downtown Port Orchard
Jurisdiction	Candidate Countywide Growth Center Name
Port Orchard	Ruby Creek
Port Orchard	Mile Hill
Port Orchard	Sedgwick/Bethel Center
Poulsbo	Downtown Poulsbo/SR 305
Bainbridge	Winslow

Please see each jurisdiction’s Comprehensive Plan, sub-area plan, or other planning document to locate the boundary lines of each Countywide Growth Center or Candidate Countywide Growth Center.

- **Countywide Planning Policies Reference:** See Appendix C Table C-2 and Appendix D.

Military Installations

- **Description:** Military Installations are a vital part of the region, home to thousands of personnel and jobs, and a major contributor to the region’s economy. While military installations are not subject to local, regional or state plans and regulations, Kitsap local governments and Tribes recognize the relationship between regional growth patterns and military installations, and the importance of how military employment and personnel affect all aspects of regional planning.
- **Funding Eligibility:**
 - **Countywide Competition:** Naval Base Kitsap (NBK) cannot be a project sponsor for the Countywide Competition. However, the corridors that serve NBK’s military installations identified in the CPPs (NBK – Bremerton, NBK – Jackson Park, NBK – Bangor, NBK – Keyport) are eligible for funding through the Countywide Competition if an eligible jurisdiction is the project sponsor.
 - **Regional Competition:** NBK cannot be a project sponsor for the Regional Competition. However, the corridors that serve NBK – Bremerton are eligible for Regional Competition funds per the 2018 Regional Centers Framework update: “Jurisdictions may count military activity towards center thresholds when the installation is directly adjacent or surrounded by the center (such as NBK - Bremerton and the downtown Bremerton regional growth center)” (page 13). Projects benefiting a corridor serving NBK-Bremerton need to be introduced by an eligible project sponsor (i.e. City of Bremerton).
- **Military Installations in Kitsap:**

Military Installations	
Bremerton	Naval Base Kitsap – Bremerton
Bremerton	Naval Base Kitsap – Jackson Park
Kitsap County	Naval Base Kitsap – Bangor
Kitsap County	Naval Base Kitsap - Keyport

Please refer to Naval Base Kitsap’s planning documents for the official boundary lines of each military installation.

- **Countywide Planning Policies Reference:** See Appendix C Table C-6 and Appendix D.
- **Update to Regional Centers Framework:** See Designation Criteria for Types of Military Installations (pages 13-14).

Countywide Industrial Centers

- **Description:** Countywide Industrial Centers serve as important local industrial areas that support living wage jobs and serve a key role in the county's manufacturing/industrial economy.
- **Funding Eligibility:** Countywide Industrial Centers and the corridors that serve them are eligible for funding through the Countywide Competition.
- **Countywide Industrial Centers in Kitsap:** None included in the 2021 Countywide Planning Policies.
- **Countywide Planning Policies Reference:** See Appendix C Table C-4.

Local Centers

- **Description:** Local Centers are central places that support communities. These places range from neighborhood centers to active crossroads and play an important role in the region. Local centers help define community character and usually provide as local gathering places and community hubs; they also can be suitable for additional growth and focal points for services. As local centers grow, they may become eligible for designation as a countywide or regional center.
- **Funding Eligibility:** Local Centers and the corridors that serve them are eligible for funding through the Countywide Competition. Project applicants need to demonstrate the designation of the local center in their respective Comprehensive Plan.
- **Local Centers in Kitsap:** See each jurisdiction's individual Comprehensive Plan.
- **Countywide Planning Policies Reference:** See Appendix C Table C-5.

Rural Centers

- **Description:** Rural Centers are Limited Areas of More Intense Rural Development (LAMIRDs) that are identified in the County's Comprehensive Plan. These existing residential and commercial areas of more intensive rural development are designated in the Kitsap County Comprehensive Plan under RCW30.70A.070(5). In-fill, consistent with Growth Management Act requirements, is expected. Rural Centers should be served by transportation providers and other services consistent with the Levels of Service adopted by Kitsap County for roads and by service standards set by Kitsap Transit for transit service upon designation as an area of more intensive development.
- **Funding Eligibility:** Rural Centers are not eligible for funding in either the Regional Competition nor the Countywide Competition.
- **Rural Centers in Kitsap:** See Kitsap County's Comprehensive Plan.
- **Countywide Planning Policies Reference:** See Element D.

7. PROGRAMMING PROCESS: NON-MOTORIZED PROJECTS

Originally Adopted by KRCC 2/7/06; Revised 3/27/12; 1/28/14; 4/5/16

OVERVIEW

At this time, 10% of the federal countywide allocation of federal STP funding is set-aside [as per regional/Puget Sound Regional Council policy] to distribute among eligible non-motorized projects, with a 13.5% local project match required. During 2010, the Kitsap Regional Coordinating Council undertook an extensive review of non-motorized needs and priorities in Kitsap County. Findings were published in the report “Looking for Linkage” and included policy recommendations on the use of non-motorized federal funding, beginning with the 2013-14 cycle. During 2011/2012, and again in 2013/2014, TransPOL reviewed and updated Kitsap’s policy goals for Non-Motorized funding.

POLICY GOALS FOR NON-MOTORIZED FUNDING

1. Reaffirmed the criteria originally developed in 2004 (the first cycle that the Countywide Forums had responsibility for distributing these funds), that candidate projects should:
 - Be high priority to the sponsoring jurisdictions
 - Meet federal eligibility criteria (i.e., focus on bike/pedestrian transportation rather than recreation)
 - Not be disproportionately burdened by federal administrative costs
 - Produce visible results
 - Contribute to Kitsap’s regional transportation system
2. Support projects that address the identified countywide policy goal of increasing safe walking/biking routes to schools, including elementary, middle, and high schools, over other projects.
3. Acknowledge that Kitsap County has developed and adopted a Countywide Non- Motorized Spine System. Once the system improvements are prioritized, these countywide policy goals will again be reviewed, and potentially revised to include the Spine System. Project selection should be a multi-jurisdictional, collaborative process that uses the approved project selection criteria.
4. Favor right-of-way (ROW) acquisition and PS&E/construction project-segments over planning, in general.

OTHER GUIDANCE

Beyond the non-motorized set-aside, consider non-motorized projects alongside all other STP projects in the Countywide Competition. General project selection criteria will be used for project prioritization, in addition to the non-motorized policy guidelines described herein. Please note that the 10% set-aside can be met through multiple projects’ non-motorized components, as opposed to a stand-alone non-motorized project.

8. PROGRAMMING PROCESS: PRESERVATION SET-ASIDE

Originally adopted by KRCC on 3/27/12; Revised 1/28/14; 4/5/16

OVERVIEW

Based on extensive discussion within TransTAC, and including input from TransPOL, the following criteria and selection process is recommended for Kitsap's share of federal funds that has been set-aside from the regional portion of the available federal allocation to the PSRC region for the upcoming funding cycle, 2027-2028, for use in preservation activities. The context for this set-aside is the substantial under-funded need for preservation and maintenance of the existing transportation infrastructure throughout the Puget Sound Region, documented and highlighted in Transportation 2050. PSRC senior staff and the PSRC Regional Project Evaluation Committee recommend continuing this specific set-aside with the intention of evaluating its effectiveness for the future.

POLICY GOALS

First, the use of funds must meet all applicable federal requirements, including location on federally classified roads, facility accessibility (ADA), and competitively bid contracting. Specific to the Kitsap Countywide project selection process:

1. Use of these funds for this cycle is focused exclusively on projects in the roadway, including overlay, chip seal, and grind out preservation projects and the work needed to meet ADA requirements for these. Elements outside the scope of the roadway preservation must be funded locally.
2. Projects must support Centers of Growth or their connecting corridors. Some preference will be given to projects that support transit, freight, and/or school routes.
3. There is no minimum/maximum project size, although projects should be substantial enough to warrant federal-aid participation and to extend facility life cycle 7+ years for surface treatments and 15+ years for overlays. Once the set of Kitsap projects have been identified through the KRCC Project Selection Process, project sponsors will work to organize the most cost-effective construction management strategy; it may use a single construction bid approach, with funding for the CM function derived from presumed cost-savings. Attach info about pavement design and best practices such as the # of single axle loads anticipated during the design life of facility.
4. The local match requirement of 13.5% stands.
5. Project sponsors will be urged to bring forward several projects at different cost levels to enable TransTAC and TransPOL to select a package of projects that "meets the mark" of available funds.
6. Recognizing that not every jurisdiction will choose to participate in the package of preservation projects, regional equity will be reflected in the total set of projects funded with the countywide portion of the federal funds including the Non-Motorized set-aside and regular STP portion.
7. The intention of this funding set-aside is to supplement jurisdictions' existing preservation programs.
 - Project sponsors will self-report their 5-year average spending on preservation of their transportation facilities, with a commitment to spend approximately 90% of that average on other preservation activities during the life of the project.
 - Each participating jurisdiction will provide information describing their pavement management system for use in evaluating "best use" of the available funding.

CRITERIA

For preservation projects, the “Safety and Capacity” criterion is considered an “other consideration”. In addition, the “Air Quality Benefits and Emissions Reduction” criterion is not relevant for preservation projects and project sponsors will not need to answer application questions related to this question.

9. PROGRAMMING PROCESS: NEW FUNDS OR RE-PROGRAMMING FUNDS

Originally Adopted 1/7/06; Revised 1/28/14; 4/5/2016

OVERVIEW

This policy covers the following types of funds that become available between Transportation Improvement Program (TIP) competition cycles:

1. New Program Funds
2. Funds to be re-programmed because a project cannot be obligated or completed within the funding period. To identify “projects at risk” early, KRCC’s TransTAC will conduct a quarterly review of project status, using PSRC’s Project Tracking System that includes both Regional and Countywide projects.

REGIONAL COMPETITION

For projects/funding through the Regional Competitive Program, use the Puget Sound Regional Council process.

COUNTYWIDE COMPETITION

For funding available through the Countywide Program, two uses will be considered:

1. As part of the regular TIP programming process, KRCC’s TransTAC, TransPOL, and Executive Board will develop and approve a Contingency List. The Contingency List will be prioritized, at a minimum, to identify High, Medium, and Lower Priority Projects.
2. Funds can also be left to accumulate if the amount left is not sufficient to fully fund a phase of a project on the Contingency List.

CONTINGENCY LIST

TransTAC will review Contingency List, using the following considerations:

1. Matching the funds available to the project need.
2. Available match funding.
3. Ability to obligate and spend the funds.
4. Projected completion of activity.
5. Consequence of not funding (with these funds).

TransTAC will make recommendation to TransPOL on funding distribution. TransPOL reviews and recommends to KRCC Executive Board. Note: Funding recommendation may take a Contingency List project out of order, and/or accumulate funds until the next TIP cycle.

10. COUNTYWIDE COMPETITION CRITERIA AND EVALUATION PROCESS

As part of the Countywide Competition, KRCC has developed criteria to evaluate project proposals. These criteria are intended to support a competitive, fair, and transparent selection process. The Countywide Criteria are consistent with the Regional Criteria but reflect the unique context of Kitsap County and the collaborative approach to making a decision that is valued by KRCC. The evaluation process includes the following three components. Details on each are below.

- (1) Requirements
- (2) Ranked Criteria, and
- (3) Other Considerations.

Requirements

All projects must meet the following requirements for consideration in the Countywide Competition:

- Must be consistent with a local Kitsap County jurisdiction’s current (as of December 31, 2023) Comprehensive Plan (include citations when possible)
- Must be included on or proposed for inclusion in a Transportation Improvement Program (TIP)
- Must consider applicable planning factors identified in federal law
- Must be consistent with Kitsap’s Countywide Planning Policy Guidance
- Must include a document from the jurisdiction’s Board of Commissioners, Council, or other official authorizing body that acknowledges the time, phase, and funding obligations associated with federal funding
- Each KRCC Member has been assigned a limit for the number of projects they can apply for in any one Countywide Competition cycle. The total number of projects in any one cycle is capped at 28, allocated across eligible members as outlined below. Any eligible KRCC member can appeal to the KRCC Executive Board to expand the number of projects to greater than 28 for a specific partnership project.

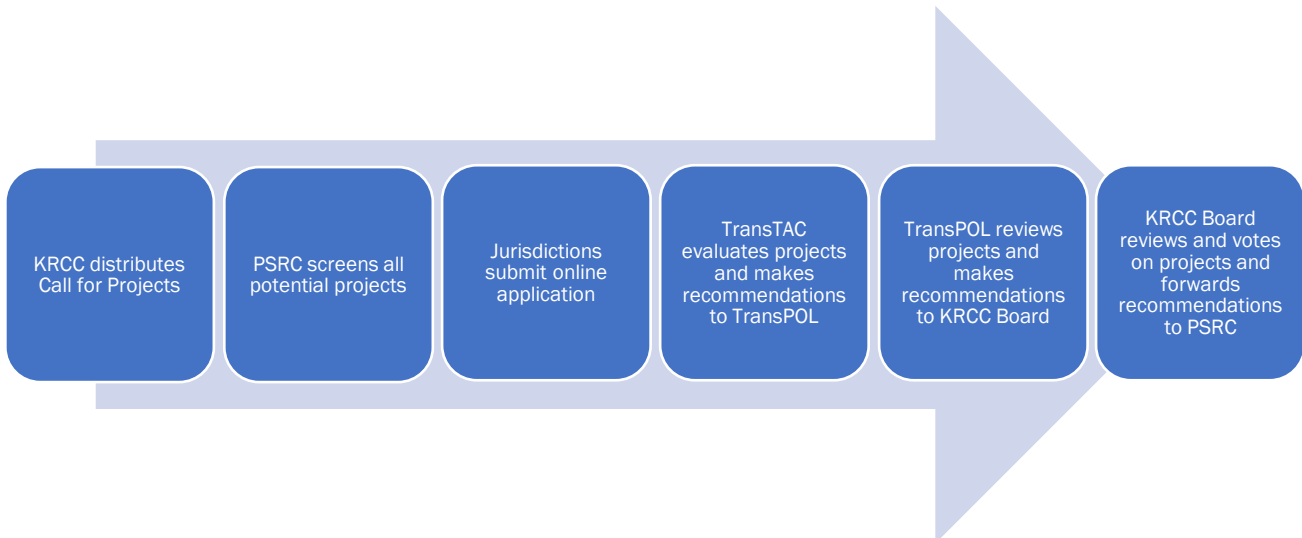
Jurisdiction	Maximum Number of Applications	Additional Applications if Eligible
Bainbridge Island	4	
City of Bremerton	4	
Kitsap County	4	+1 project serving an unincorporated UGA +1 project that qualifies for the rural set-aside
Kitsap Transit	4	+1 project serving an unincorporated UGA +1 project that qualifies for the rural set-aside
City of Port Orchard	4	

City of Poulsbo	4	
Suquamish Tribe	1 or a partnership application*	
Port Gamble S’Klallam Tribe*	1 or a partnership application*	
Port of Bremerton	1 or a partnership application*	
Port of Kingston	1 or a partnership application*	
Totals	28 possible applications	4 possible applications

*Each Port or Tribe can choose to submit a project directly to the Countywide Competition or they can submit a project in partnership with a City, the County, or Kitsap Transit. If a Port or Tribe chooses to submit a project in partnership with a City, the County, or Kitsap Transit, this action would reduce the number of projects allocated to those entities. A partnership is defined as an application submitted by a City, County, or Kitsap Transit with a Port or Tribe with the flexibility of the applicants to decide funding recipient, lead applicant, partner roles, and partner responsibilities.

11. COUNTYWIDE COMPETITION SUBMITTAL AND REVIEW PROCESS

KRCC will distribute the Call for Projects to all Kitsap County jurisdictions. Applicants will submit an online screening form to PSRC. After PSRC screens the projects for eligibility, applicants will complete an online application. Both the screening form and online application are available online: <https://www.psrc.org/our-work/funding/project-selection/fhwa-and-fta-regional-funding>. KRCC’s TransTAC members will independently review each project application prior to a workshop during which they will hear presentations from project sponsors and rank each project using the criteria outlined above. After this ranking exercise and additional discussion, TransTAC will recommend projects (including a prioritized contingency list) to TransPOL. TransPOL will review TransTAC’s recommendations and finalize the project lists for review by the KRCC Board. During a KRCC Board meeting, Board members will vote on the project lists and forward their recommendations to PSRC for funding.



12. PUBLIC INVOLVEMENT

It is the intent of PSRC and KRCC that the public be involved with the allocation of federal transportation funds.

- As part of jurisdictions' Comprehensive Planning processes, all projects have been identified and prioritized with appropriate public involvement at the local level.
- TransTAC will notify other agencies and organizations throughout Kitsap County about the Regional and Countywide Competitions (PSRC maintains a list of relevant entities).
- Members of affected groups and the general public may attend TransPOL meetings; agendas include an opportunity for public comment.
- Presentation and discussion of proposed project programming of federal funding is conducted in the regular KRCC meetings, which are advertised, open to the public, and for which agendas are e-mailed to all relevant agencies and individuals, as well as posted on the KRCC website.

13. DRAFT KRCC SCHEDULE FOR COUNTYWIDE AND REGIONAL COMPETITIONS

REGIONAL APPLICATION	
Task/Meeting	Date
TransTAC Meeting <i>Discuss Regional Projects</i>	1/18
TransPOL Meeting <i>Discuss Regional Projects</i>	1/18
PSRC Call for Regional Projects	2/5
PSRC Regional Workshop	Various
Screening Forms Due	3/4
TransTAC Meeting <i>Review Regional Projects</i>	3/14
Applications Due	4/8
TransPOL Meeting <i>Regional Projects Presentations</i>	4/18
PSRC RPEC Regional Project presentations	???
KRCC Board Regional Project presentations	5/7
PSRC RPEC Project Selection Workshop	5/23- 5/24 (likely but not confirmed yet)
Project recommendations due to PSRC	6/24

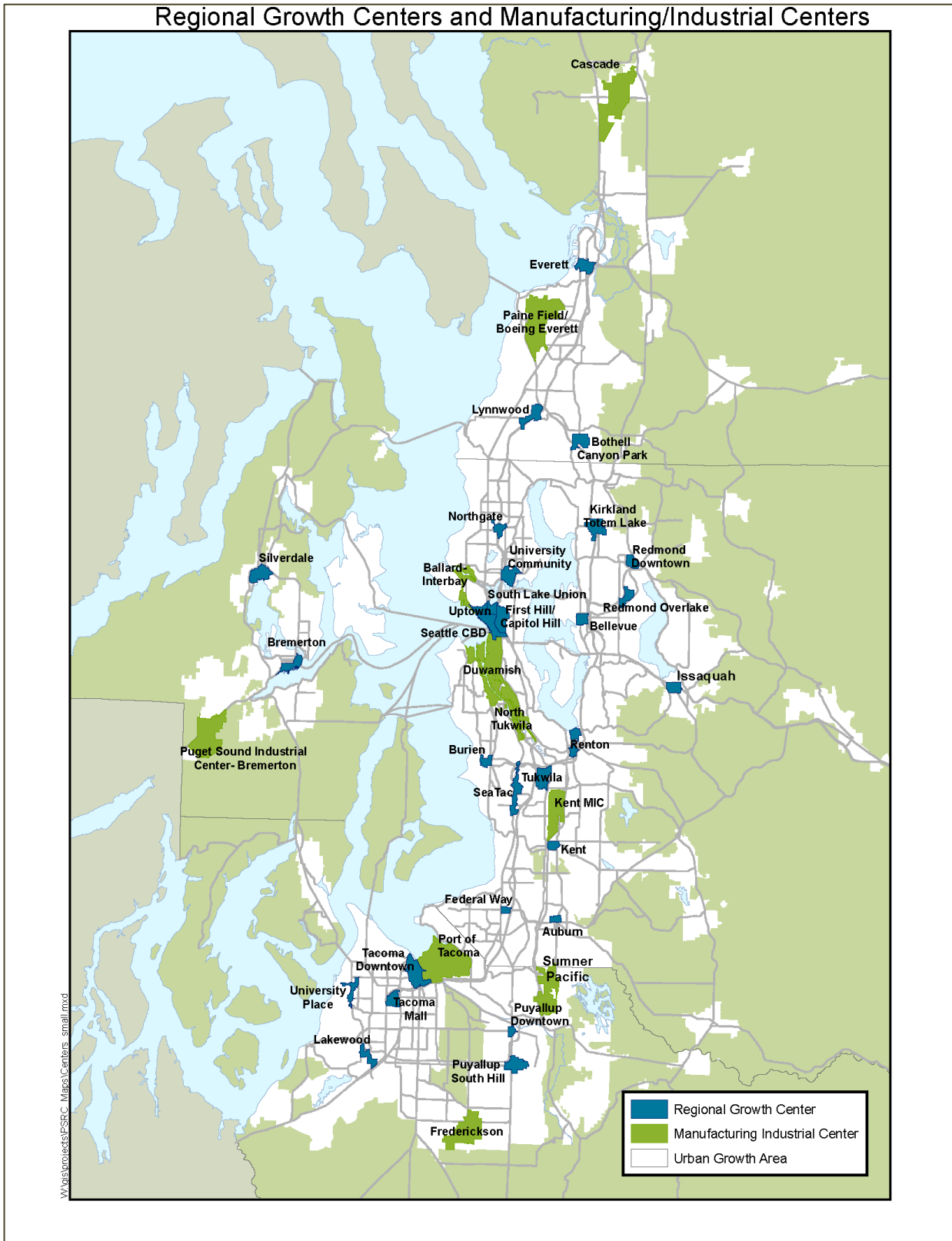
COUNTYWIDE APPLICATION	
Task/Meeting	Date
TransTAC Meeting <i>Review Call for Projects</i>	1/18
TransPOL Meeting <i>Recommend Call for Projects</i>	1/18
KRCC Board <i>Approve Call for Projects</i>	2/6
Release Countywide Call for Projects	2/7
TransTAC Meeting	2/8
KRCC Board Meeting <i>Cancel if needed</i>	3/5
PSRC Countywide Screening Form Due	3/11
TransTAC Meeting <i>Review Countywide Projects + PSRC Mini Workshop (add 30 min to agenda?)</i>	3/14
TransTAC Meeting Countywide Projects Presentations?	4/4
TransPOL Meeting Countywide Projects Presentations	4/18
Countywide Applications Due	5/6 (tentative)
KRCC Board Countywide Project presentations	5/7
TransTAC Meeting Review Board feedback	5/9
TransTAC members submit evaluations	???
KRCC staff air quality scoring	???
TransTAC Selection Workshop	5/28
TransPOL Meeting Review recommended projects	5/30
KRCC Board Meeting Approve Countywide Projects	6/4
Project recommendations due to PSRC	6/24

14. PROJECT SPONSOR RESOURCES

PSRC is developing a library of online resources for use by project sponsors. A list of some of these resources is below:

- [2024 Policy Framework for PSRC's Federal Funds](#)
- [Schedule and Deadlines](#)
- [Funding Eligibility](#)
- [Regional FHWA Project Evaluation Criteria](#)
- [Applications and Screening Forms \(regional and countywide\)](#)
- [Screening Form Checklist](#)
- [Regional FHWA Application Checklist](#)
- [Guidance and Resources for Equity Criterion](#)
- [Project Selection Resource Map \(works best in Firefox and Chrome\)](#)
- [Financial Constraint Guidance](#)

APPENDIX A: REGIONAL GROWTH CENTERS AND MANUFACTURING INDUSTRIAL CENTERS

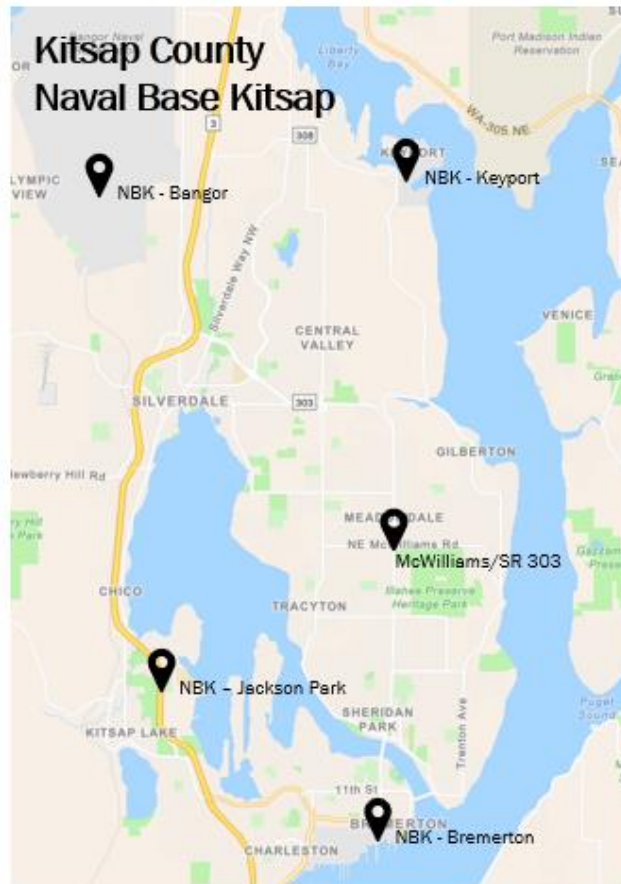
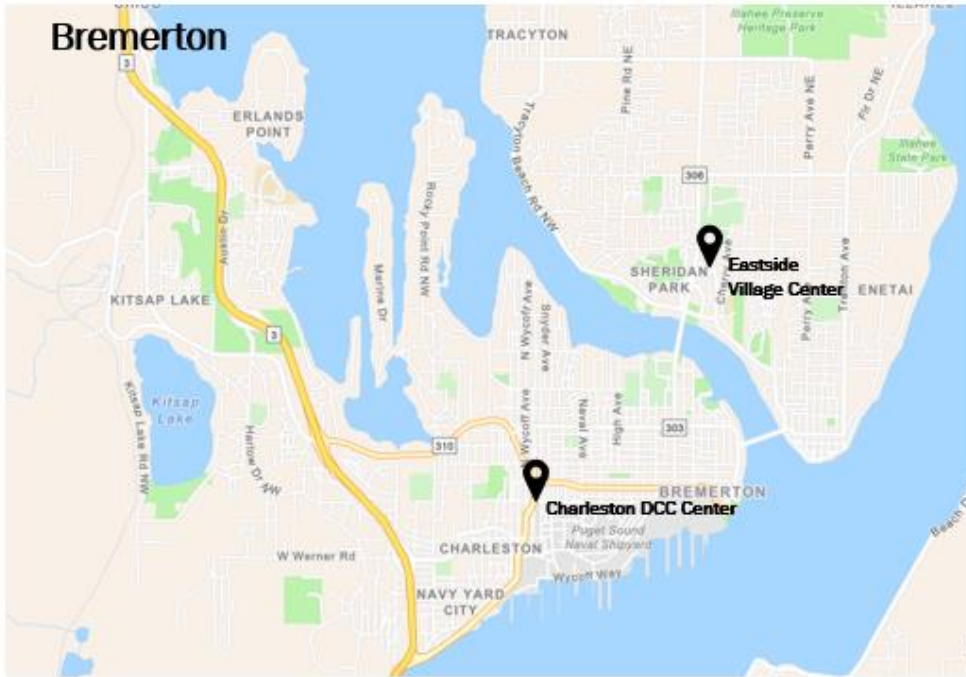


APPENDIX B: CENTER TYPES AND FUNDING ELIGIBILITY FOR REGIONAL AND COUNTYWIDE TRANSPORTATION COMPETITIONS

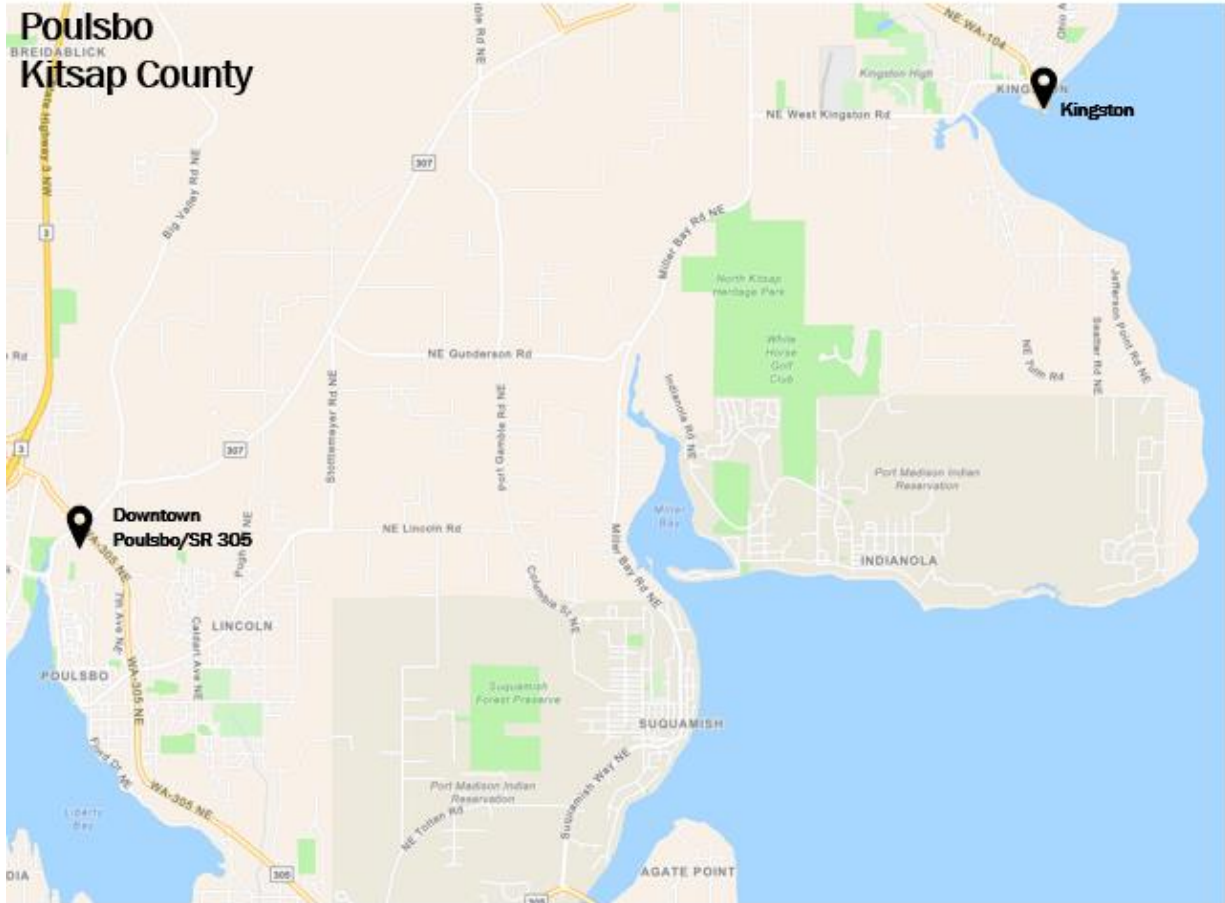
Center Type in Call for Projects	Eligible for Countywide Competition?	Eligible for Regional Competition?	Notes
Countywide Growth Centers	Yes	No	See CPPs – Element C: Centers of Growth: “They guide regional growth allocations, advance local planning, inform transit service planning, and represent priority areas for PSRC federal transportation funding.”
Candidate Countywide Growth Centers	Yes	No	Candidate Countywide Centers are classified as “Growth Centers” in the CPPs. The locations that are now designated as “Candidate Countywide Centers” were eligible for funding in the 2020 Countywide Competition
Local Centers	Yes	No	See CPPs - Local Centers are central places that support communities. These places range from neighborhood centers to active crossroads and play an important role in the region. Local centers help define community character and usually provide as local gathering places and community hubs; they also can be suitable for additional growth and focal points for services. Local Centers are not listed in the CPPs. They are in each jurisdiction’s Comprehensive Plans. Draft 2024 Countywide Call for Project Criteria – “Supports and/or connects regional or local centers” Note – no Local Centers are currently listed in the Call for Projects.
Rural Centers (LAMIRDS)	No	No	See CPPs – “Rural Centers are not Centers of Growth as designated in Element C and in Appendix C” See 2024 Policy Framework for PSRC’s Federal Funds – “10% of the total regional competitive portion of funds is set aside for the Rural Town Centers and Corridors Program.”
Military Installations	Yes	No*	See 2024 Policy Framework for PSRC’s Federal Funds: “Military facilities are included in the definition of local centers, with each countywide forum responsible for determining the definition of a military ‘facility’ within their county.” *NBK cannot be a project sponsor for the Regional Competition. However, the corridors that serve NBK – Bremerton are eligible for Regional Competition funds per the 2018 Regional Centers Framework update: “Jurisdictions may count military activity towards center

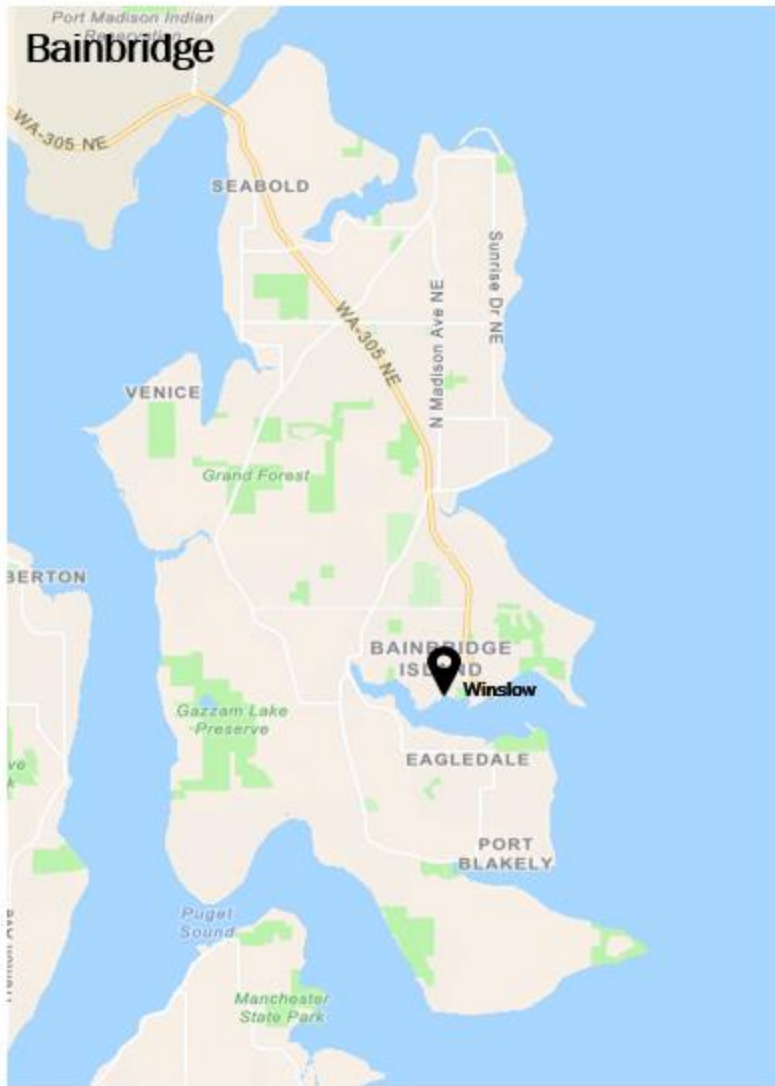
Center Type in Call for Projects	Eligible for Countywide Competition?	Eligible for Regional Competition?	Notes
			<p>thresholds when the installation is directly adjacent or surrounded by the center (such as NBK - Bremerton and the downtown Bremerton regional growth center)” (page 13). Projects benefiting a corridor serving NBK-Bremerton need to be introduced by an eligible project sponsor (i.e. City of Bremerton).</p>
Countywide Industrial Centers	Yes	No	<p>See 2024 Policy Framework for PSRC’s Federal Funds</p> <p>“Centers are defined as regional growth and regional manufacturing/industrial centers as designated by PSRC’s Executive Board.”</p> <p>“Centers are defined as regional growth and regional manufacturing/industrial centers as designated through countywide processes, town centers, and other locally identified centers.”</p>
Regional Manufacturing Industrial Centers	Yes	Yes	<p>See 2024 Policy Framework for PSRC’s Federal Funds</p> <p>“Centers are defined as regional growth and regional manufacturing/industrial centers as designated by PSRC’s Executive Board.”</p> <p>“Centers are defined as regional growth and regional manufacturing/industrial centers as designated through countywide processes, town centers, and other locally identified centers.”</p>
Regional Growth Centers	Yes	Yes	<p>See 2024 Policy Framework for PSRC’s Federal Funds</p> <p>“Centers are defined as regional growth and regional manufacturing/industrial centers as designated by PSRC’s Executive Board.”</p> <p>“Centers are defined as regional growth and regional manufacturing/industrial centers as designated through countywide processes, town centers, and other locally identified centers.”</p>

APPENDIX C: MAPS OF COUNTYWIDE GROWTH CENTERS AND CANDIDATE COUNTYWIDE GROWTH CENTERS



Poulsbo
BREIDABLICK
Kitsap County





Note: Please see each jurisdiction's individual Comprehensive Plan for maps of local centers.

APPENDIX D: DRAFT RANKED CRITERIA

The objectives listed on the following pages are examples of possible ways of meeting the criteria; the list is not exhaustive. TransTAC will use qualitative metrics to determine how well each project proposal meets the criteria by selecting a “high,” “medium,” or “low” ranking. These rankings will not be converted into scores. The criteria are equally weighted.

CRITERIA	RELATIVE RANKING		
<p>A. Support for Centers of Growth & the corridors that serve them Project accomplishes one or more of the following objectives:</p> <ul style="list-style-type: none"> • Supports and/or connects Centers of Growth • Helps to advance desired or planned public or private investment that support centers (e.g., housing, employment, redevelopment) • Supports mobility for people traveling to, from, and within Centers of Growth • Makes connections to existing or planned infrastructure • Fills a physical gap or provides an essential link in the system • Supports multimodal transportation investments • Addresses capacity and concurrency level of services for one or more modes of transportation. 	<p>High (project provides significant benefits to Centers of Growth)</p>	<p>Medium (project provides benefits to Centers of Growth)</p>	<p>Low (project provides minimal benefits to Centers of Growth)</p>
<p>B. Funding feasibility, requirements, and opportunities Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> • Well-articulated financial plan that is in alignment with the project prospectus • Demonstrated project readiness through a thought-out approach and reasonable ability to secure funds • Phase can be completed with funding requested • Separate phase previously funded by PSRC’s federal funds • Financial commitment by the jurisdiction’s elected officials to complete the project phase 	<p>High (strong financial plan, clear approach to completion, project includes previous PSRC funding)</p>	<p>Medium (financial plan is complete but the ability to complete phase with requested funding is questionable)</p>	<p>Low (financial plan is weak or incomplete and project readiness is questionable)</p>

CRITERIA	RELATIVE RANKING		
<p>C. Cross-jurisdictional and coordination opportunities Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> • Currently involves multiple jurisdictions, agencies, or projects • Provides opportunities for future coordination among jurisdictions, agencies, or projects • Benefits multiple jurisdictions, agencies, or projects 	<p>High (at least two jurisdictions and agencies involved and some project coordination opportunities)</p>	<p>Medium (involves a single jurisdiction or agency and few opportunities for coordination)</p>	<p>Low (involves a single jurisdiction or agency and no opportunities for coordination)</p>
<p>D. OUTREACH AND DISPLACEMENT Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> • Identifies population groups to be served by the project, addressing i.e. people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, identifies disparities or gaps in service that need to be addressed, and how the project benefits immigrants and refugees, and transit dependent populations. • Address the public outreach process and how it influenced project development. • Addresses displacement risk and mitigation strategies to address those risks. 	<p>High (project provides significant social equity benefits to identified communities)</p>	<p>Medium (project provides social equity benefits to identified communities)</p>	<p>Low (project provides minimal social equity benefits to identified communities)</p>

(Continues on next page)

CRITERIA	RELATIVE RANKING		
<p>E. Safety and security</p> <p>Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> Addresses safety and security, especially at “high collision” intersections or corridors (as defined by the project sponsor based on collisions or fatalities/capita). Protects vulnerable users of the transportation system by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or improving facilities for pedestrian and bicycle safety and comfort, and/or reduced barriers to use. Reduces reliance on enforcement and/or designs for decreased speed. If applicable, addresses how it follows your adopted safety plan or related approaches/policies (e.g. Vision Zero, Target Zero, Safe System Approach) informed the development of the project. Reflects the Safe System Approach Reflects FHWA’s Proven Safety Countermeasures <p>Note: this criterion is considered an “other consideration” for preservation projects.</p> <p>REFER TO EQUITY POPULATIONS</p>	<p>High (project provides significant safety and security benefits)</p>	<p>Medium (project provides safety and security benefits)</p>	<p>Low (project provides minimal safety and security benefits)</p>
<p>F. Air quality benefits and emission reduction</p> <p>Project provides air quality benefits by:</p> <ul style="list-style-type: none"> Reducing congestion and improving circulation Reducing delay, particularly of freight vehicles Reducing single occupancy vehicle trips Reducing vehicle miles traveled Addressing vulnerable populations Reducing pollutants with highest health risk 	<p>High (project provides significant air quality benefits)</p>	<p>Medium (project provides air quality benefits)</p>	<p>Low (project provides minimal air quality benefits)</p>

CRITERIA	RELATIVE RANKING		
<ul style="list-style-type: none"> ○ CO2 ○ CO ○ PM2.5 ○ NOx ○ VOC ● Supporting non-motorized travel ● Improving engines or explores alternative fuel technologies <p>ADD EQUITY COMPONENT FROM PSRC Note: this criterion is not applicable for preservation projects.</p>			
<p>G. Multimodal elements and approach Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> ● Provides non-motorized transportation benefits ● Improves freight movement ● Improves access to transit ● Provides transportation demand management benefits ● Serves more than one mode of transportation ● Connects to or supports other local/regional multimodal projects 	<p>High (project provides significant multimodal benefits)</p>	<p>Medium (project provides multimodal benefits)</p>	<p>Low (project provides minimal multimodal benefits)</p>

(see the next page for other considerations)

APPENDIX E: DRAFT OTHER CONSIDERATIONS

Beyond the criteria identified above, there are other considerations that can be used to evaluate projects. These considerations are applied on a case-by-case basis.

- **Supports Innovation** — Project includes innovative elements such as design, funding, technology, or implementation approach.
- **Addresses an Emergency Need** — Project is the result of an emergent need stemming from infrastructure failure, natural disaster, or another unanticipated activity or event.
- **Geographic Equity** — Project helps to balance the distribution of funds throughout Kitsap County. Equity can be established over multiple funding cycles and across funding types.
- **Leverages Funding** — Project has received funding from other sources and is able to leverage countywide funds for a greater impact. Project would have to return other funding sources if countywide funding is not provided.
- **Public Support** — Project has significantly demonstrated public support. This could be documented in letters, attendance at public meetings/hearings, newspaper articles/editorials, or another format.
- **“Shovel Ready”** — Project is seeking funding for construction.

Safety/Capacity Benefits (for Preservation Projects only) - Project improves safety by meeting one or more of these objectives: improves a “high collision” intersection or corridor, reduces barriers to use, provides safe access, addresses vulnerable users and/or makes capacity enhancements that improve safety.

To: Kitsap Regional Coordinating Council (KRCC) Transportation Technical Advisory Committee (TransTAC)

From (alphabetical): David Forte, Diane Lenius, Gunnar Fridriksson, and Shane Weber

Date: 2/2/2024

Background

The Puget Sound Regional Council (PSRC) Executive Board adopted the following updates to the 2024 Project Selection Policy Framework:

1. Updates to the relative weights of the criteria, with increases in the safety and equity categories, balanced by decreases in the other categories – this includes moving Project Readiness/Financial Plan from a scored criterion to an eligibility criterion
2. Update the language of the Safety questions to reflect the Safe System Approach and FHWA’s Proven Safety Countermeasures
3. Request a commitment to a safety plan/policy
4. Integrate equity questions with the other criteria, rather than in a separate standalone section
5. Restrict funding requests to one phase only

Since these updates have all been directed by the PSRC boards, the expectation is that they will be integrated into the regional and countywide applications. A subset of TransTAC (David, Diane, Gunnar, and Shane) met to discuss how to integrate regional direction into Kitsap’s countywide process.

Recommendation

Below are David, Diane, Gunnar, and Shane’s recommended updates to Kitsap’s Call for Projects for TransTAC to consider.

2024 PSRC Policy Framework	Changes to the 2024 Kitsap Countywide Competition	Notes
Increase in the weight of safety category to 16%	Increase the default weighting of safety from 14% to 17% (all Kitsap criteria are weighted equally. By removing KRCC’s “Funding Feasibility, Requirements, and Opptys” criteria, the	✓ <i>Consistent with PSRC guidance</i>

2024 PSRC Policy Framework	Changes to the 2024 Kitsap Countywide Competition	Notes
	default weight of safety increased by 3 points)	
Moving Project Readiness/Financial Plan from a scored criterion to an eligibility criterion	Move “Funding Feasibility, Requirements, and Opportunities” criteria to a requirement	✓ <i>Consistent with PSRC guidance</i>
Update the language of the Safety questions to reflect the Safe System Approach and FHWA’s Proven Safety Countermeasures	Update the language of the Safety questions to reflect the Safe System Approach and FHWA’s Proven Safety Countermeasures	✓ <i>Consistent with PSRC guidance</i>
Request a commitment to a safety plan/policy	Request a commitment to a safety plan/policy	✓ <i>Consistent with PSRC guidance</i>
Integrate equity questions with the other criteria, rather than in a separate standalone section	Integrate equity questions with the other criteria, rather than in a separate standalone section	✓ <i>Consistent with PSRC guidance</i>
Restrict funding requests to one phase only	Restrict funding requests to one phase only	✓ <i>Consistent with PSRC guidance</i>

David, Diane, Gunnar, and Shane recommended keeping KRCC’s “high, medium, low” evaluation method since this approach is systematic and appropriate for the smaller scale of Kitsap’s countywide competition as compared to King, Snohomish, and Pierce Counties.

Kitsap Regional Coordinating Council

Comparing the 2024 Countywide vs. Regional Applications for Federal Transportation Funding

FINAL FOR PSRC – 1/25/24

Section	Countywide	Regional	Feedback from TransTAC
<i>Project Description</i>	<ul style="list-style-type: none"> • <i>Project Description</i> • <i>Project Benefits</i> • <i>Project Challenges</i> • <i>Center Type</i> 	<ul style="list-style-type: none"> • <i>Project Scope</i> • <i>Project Justification, Need or Purpose</i> 	<i>TransTAC recommendation: Stick with Countywide version</i>
<i>Requirements</i>	<ul style="list-style-type: none"> • <i>Included in a TIP?</i> • <i>Considers federal law?</i> • <i>Consistent with CPPs?</i> • <i>Upload a document from elected body</i> 	<i>Not included or captured elsewhere</i>	<i>TransTAC recommendation: Align with Regional version and remove the requirement questions as they look now in the Countywide.</i>
<i>Support for Centers</i>	<ul style="list-style-type: none"> • <i>Which Centers of Growth or Regional Centers / Corridors Served?</i> • <i>How well does project support centers objectives? (dropdown)</i> • <i>Explain project meets regional/local centers</i> 	<ul style="list-style-type: none"> • <i>Describe the relationship of the project to the centers. Identify the regional growth or MIC.</i> 	<i>TransTAC recommendation: Stick with Countywide version</i>
<i>Equity</i>	<i>TBD based on forthcoming Policy Framework</i>	<i>TBD based on forthcoming Policy Framework</i>	<i>TransTAC recommendation: Come back to this after PSRC proposes questions...</i>
<i>Safety</i>	<i>TBD based on forthcoming Policy Framework</i>	<i>TBD based on forthcoming Policy Framework</i>	<i>TransTAC recommendation: Come back to this after PSRC proposes questions...</i>
<i>Climate</i>	<i>TBD based on forthcoming Policy Framework</i>	<i>TBD based on forthcoming Policy Framework</i>	<i>TransTAC recommendation: Come back to this after PSRC proposes questions...</i>

Section	Countywide	Regional	Feedback from TransTAC
<i>Circulation, Mobility, Accessibility</i>	<i>Does not exist</i>	<ul style="list-style-type: none"> • Describe how project approves access to major destinations in the Center... • Describe how the project will improve circulation... • Describe how the project remedies a current or anticipated problem.... • Describe parking component... 	<i>TransTAC recommendation: Stick with Countywide version</i>
Multimodal Elements and Approach	<ul style="list-style-type: none"> • How well does the project meet multimodal objectives? (dropdown) • Explain how this project meets multimodal objectives 	<i>Does not exist</i>	Default to Countywide Version
Air Quality Benefits	<ul style="list-style-type: none"> • How well does your project meet air quality objectives? (dropdown) • Summarize how this project improves air quality 	Questioned nestled in the "Climate and Air Quality section" instead	Default to Countywide Version
Other Considerations	<ul style="list-style-type: none"> • Emergency • Other funding • Public support • Other considerations • Innovation • Process to determine benefits 	<ul style="list-style-type: none"> • Other comments • Innovation • Process to determine benefits • Apprenticeship Utilization • Upload other documents 	Default to Countywide Version
Funding	<ul style="list-style-type: none"> • Has project received funding from other sources? 	<i>Included in the Total Estimated Project Cost and Schedule</i>	Default to Countywide Version
Preservation	<ul style="list-style-type: none"> • Preservation Project Type • 5-Year Average Expenditure 	<i>Does not exist</i>	Default to Countywide Version

Section	Countywide	Regional	Feedback from TransTAC
	<ul style="list-style-type: none"> • Commitment to spending on preservation • Lane miles maintained • Safety and security (optional) 		
Multimodal	<i>Does not exist as stand-alone page. It's a question.</i>	N/A	Default to Countywide Version with just the question



**PUGET SOUND REGIONAL COUNCIL (PSRC) UPDATES FOR THE
KITSAP REGIONAL COORDINATING COUNCIL (KRCC)**

PSRC BOARDS v.1/25/2024



Executive Board

Date of Next Meeting: **February 22, 2024** • 10:00 AM–12:00 PM

Topics from Meeting: **January 25, 2024** (packet posted [here](#)):

- Consent: Approve minutes of 12/7/23 meeting, Vouchers dated 11/15/23-1/12/24, Approve Contract Authority for Records Digitization and Furniture Purchase, Budget Amendment and Contract Authority for Subrecipient Agreements and Consultants Contracts, Adopt Routine Amendment to the 2023-26 TIP, Change in the RTPP Status for Two Projects, 2025-26 FTA Funding Allocations
- Action: PSRC’s FHWA Equity Pilot Funding, 2024 Policy Framework for PSRC’s Federal Funds
- Discussion: Equity Advisory Committee update
- Information: Draft Supplemental Biennial Budget and Work Program (FY2024-25), Newly elected officials workshop, 2024 Executive Board and Operations Committee meeting schedule

Contact: Sheila Rogers - srogers@psrc.org; **KRCC Members:** Commissioner Garrido, Mayor Erickson, Commissioner Strakeljahn, Mayor Wheeler, Mayor Putaansuu; Alternates: Councilmember Rosapepe, Mayor Deets, Councilmember Chamberlin, Commissioner Bozeman

Transportation Policy Board (TPB)

Date of Next Meeting: **February 8, 2024** • 9:30 – 11:30 AM

Topics from Meeting: **January 11, 2024** (packet posted [here](#)):

- Consent: Approve minutes of 12/14/23 TPB meeting, Routine Amendment to the 2023-2026 TIP, Recommend Authorizing a Change in the Regional Transportation Plan Project Status for Two Projects
- Action: 2025-26 FTA Funding Allocations, Equity Pilot Project Recommendations, Preparing for the 2024 Project Selection Process/ Recommendation of 2024 Policy Framework for PSRC’s Federal Funds
- Information: Transportation Work Program Progress Tracker, Draft Supplemental Biennial Budget and Work Program, 2024 Meeting Schedule

Contact: Casey Moreau - cmoreau@psrc.org **KRCC Members:** Commissioner Rolfes, Mayor Putaansuu, Mayor Erickson, Councilmember Mills, Mayor Wheeler; Alternates: Commissioner Garrido, Director Clauson, Commissioner Bozeman, Chairman Forsman, Councilmember Chamberlin

Growth Management Policy Board (GMPB)

Date of Next Meeting: **February 1, 2024** • 10:00 AM – 12:00 PM

Topics from **January 4, 2024** Meeting (packet posted [here](#)):

- Consent: Approve minutes of 11/2/23 GMPB Meeting
- Discussion: Black Home Initiative, Covenant Homeownership Act, 2024 Regional Transit Oriented Development Committee Work Plan, Regional Safety Plan Draft Scope of Work
- Information: Draft Supplemental Biennial Budget and Work Program, GMPB 2024 meeting calendar

Contact: Heather Culver– hculver@psrc.org; **KRCC Members and Affiliates:** Commissioner Walters, Councilmember Quitslund, Councilmember Purser, Mayor Wheeler, Andrea Spencer; Alternates: Commissioner Rolfes, Councilmember Chamberlin, Councilmember Mathews, Councilmember Ostrom

Economic Development District Board

Date of Next Meeting: **March 6, 2024** • 10:00 AM – 12:00 PM

Topics from **November 29, 2023** Meeting (packet posted [here](#)):

- Consent: Minutes of 9/6/23 meeting, Vouchers from 5/18/23 – 7/12/23
- Action: Ratify Nominating Committee for Election of Officers
- Discussion: 2024 Economic Development Priorities, Industrial Lands Analysis Update
- Information: Staff Report, WEDA 2024 Legislative Agenda

Contact: Mikayla Svob - msvob@psrc.org **KRCC Members and Affiliates:** Commissioner Garrido, Councilmember Stern, Chairman Forsman, Commissioner Strakeljahn, Mayor Wheeler, Joe Morrison; Alternates: Councilmember Chamberlin, Councilmember Cucciardi, Councilmember Mills, Commissioner Walters, Commissioner Bozeman

Operations Committee (OC)

Date of Next Meeting: **February 22, 2024** • 9:00 – 9:50 AM

Topics from **January 25, 2024** Meeting (packet posted [here](#)):

- Consent: Approve Minutes of Meeting held 12/7/23, Approve Vouchers 11/15/23-1/12/23
- Action: Approve Additional Contract Authority for Records Digitization and Furniture Purchase, Approve Budget Amendment and Contract Authority for Subrecipient Agreements and Consultant Contracts to Implement Safe Streets for All Safety Grant Round 2
- Information: PSRC Office Space Report, Monthly Budget Report, Contract Status Report, Grant Status Report, 2024 Executive Board and Operations Committee schedule
- **Contact:** Casey Moreau - cmoreau@psrc.org; **KRCC Members:** Mayor Erickson; Alternate: Councilmember Deets



**PUGET SOUND REGIONAL COUNCIL (PSRC) UPDATES FOR THE
KITSAP REGIONAL COORDINATING COUNCIL (KRCC)**



Puget Sound Regional Council

PSRC COMMITTEES v.1/25/24

<p><u>Regional Staff Committee (RSC)</u> Date of Next Meeting: February 15 , 2024 • 9:30 – 11:30 AM Topics from January 18, 2024 Meeting: (packet posted here):</p> <ul style="list-style-type: none"> • Reports: Meeting Summary for 11/16/23, PSRC Announcements and Updates • Discussion: 2024 WA State Legislative Session Update, DOC Services and Planning Resources, Regional Centers Monitoring Scope of Work, Draft Supplemental Biennial Budget and Work Program • Information: Draft Supplemental Biennial Budget and Work Program <p>Contact: Ben Bakkenta- bbakkenta@psrc.org KRCC Affiliates: Eric Baker, Nick Bond, Heather Wright, Ed Coviello, Andrea Spencer, Joe Morrison; Alternates: Jeff Rimack, Jennifer Sutton, Garrett Jackson, Patty Chamas.</p>	<p><u>Regional FTA Caucus</u> Date of Next Meeting: TBD • 10:30 AM – 12 PM Topics from January 17, 2024 Meeting: (packet posted here):</p> <ul style="list-style-type: none"> • Action: Approval of meeting summary 12/13/23, FTA Funding Redistribution Requests • Discussion: FTA Project Tracking Policies <p>Contact: Sarah Gutschow - sgutschow@psrc.org KRCC Affiliates: Steffani Lillie; Alternate: Jeff Davidson</p>
<p><u>Bicycle/Pedestrian Advisory Committee (BPAC)</u> Date of Next Meeting: TBD in 2024 • 10:00 AM – 12:00 PM Topics from November 14, 2023 Meeting: (agenda posted here):</p> <ul style="list-style-type: none"> • Action: Approval of Meeting Summary 7/11/23 • Discussion: Regional Safety Plan, Regional Mobility on Demand (MOD) Work Program and Inventory, Connecting People to Transit Update, Pedestrian and Bicycle Facility Inventory Update, • Roundtable: Announcements of P/B Activities <p>Contact: Sarah Gutschow - sgutschow@psrc.org KRCC Affiliates: Chris Dimmitt, David Forte, Chris Wierzbicki; Alternates: Vicki Grover, Anthony Burgess, Melissa Mohr.</p>	<p><u>Regional Project Evaluation Committee</u> Date of Next Meeting: January 26, 2024 • 9:30 – 11:00 AM Topics from December 1, 2023 Meeting: (agenda posted here):</p> <ul style="list-style-type: none"> • Action: Approve 10/27/23 meeting summary, Project Tracking and Delivery Policy Updates • Discussion: 2024 Project Selection Process <p>Contact: Kelly McGourty - kmcgourty@psrc.org KRCC Affiliates: Diane Lenius, David Forte, Shane Weber, Steffani Lillie, Arne Bakker; Alternates: Joe Rutan, Ned Lever, Chris Dimmitt, James Goodman</p>
<p><u>Transportation Operators Committee (TOC)</u> Date of Next Meeting: February 28, 2024 • 10:00 – 12:00 PM Topics from January 24, 2024 Meeting: (packet posted here):</p> <ul style="list-style-type: none"> • Action: Approval of 11/29/23 meeting summary, FTA Fund Redistribution Requests • Discussion: 2024 Project Selection, Next Steps Connecting People to Transit, 2024 TOC Agenda Topics, Transit Agency Roundtable <p>Contact: Gil Cerise - gcerise@psrc.org; KRCC Affiliates: Steffani Lillie; Alternate: Ed Coviello</p>	<p><u>Regional Traffic Operations Committee (RTOC)</u> Date of Next Meeting: TBD in 2024 • 9:30 – 11:00 AM Topics from November 2, 2023 Meeting: (agenda posted here):</p> <ul style="list-style-type: none"> • Presentation: Regional Safety Plan Draft Scope of Work Outline, Activity Update from FHWA Office of Operations • Discussion: Signal/ITS Inventory Draft Survey Instrument <p>Contact: Gary Simonson - gsimonson@psrc.org KRCC Affiliates: Chris Hammer, Joe Rutan, Vicki Grover, Steffani Lillie; Alternates: Chris Dimmitt</p>